Private aircraft buyers' guide

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n last year's guide we said that
there might never have been a
better time to buy a private
aircraft. Well there is, and it is now. The depression in the general-aviation industry may be nearing its lowest point, but it will be some time before sales recover and force prices up. This directory contains prices for most aircraft, but there are some very attractive deals on offer for purchasers who are prepared to shop around and drive hard bargains.

Our directory is divided into
sections containing single-engine aircraft, twins, helicopters, motor-gliders, and sailplanes. The first group is subdivided into single - and multi-seat aircraft, and a further division is made between aircraft up to 200 h.p. and those above.

Defining a private aircraft is
difficult, and perhaps a compre-hensive definition would include a measure of weight, price, and complexity. We have taken a maximum-take-off-weight cut-off of around 7,0001b for fixed-wing aircraft. While excluding the world's privately-owned Boeing 747s, we feel that most of the aircraft commonly found in private ownership will be included.

To qualify for inclusion, aircraft
should be in production, available to order, or in stock in fairly large numbers if production has recently ended. Aircraft deleted this year include the Beech Duchess, Cessna Stationair 8, Hiller UH-12E4, -12ET, and -12E4T, and Piper Turbo Saratoga. In some cases such aircraft will be widely available from dealers. In other cases only a few were built.

New entries include the Mudry
Cap X, Aerospatiale TB21 Turbo Trinidad, Rolladen Schneider LS6, and Schempp-Hirth Discus. In most cases new entries are in production, or soon to be so.
The tables should be read in
conjunction with our note on page 32, which explains the tabulation and the definitions of data.

Some manufacturers prefer not
to release general prices, and will only quote on individual deals. A list of manufacturers' addresses appears on page 41.
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